

## MEMORANDUM

TO: The Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director

SUBJECT: Executive Director's Report for the May 16, 2007 Meeting

DATE: May 4, 2007

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### 1. DORSEY DRIVE INTERCHANGE PROJECT

Caltrans District 3 management staff have reviewed the Value Analysis Study and identified the items that will be implemented in the project. The Value Analysis Study identified nine recommendations for consideration in the project.

Based on the potential to avoid future costs of replacing the overcrossing bridge structure, the Value Analysis team recommended that Caltrans give further consideration to replacing the existing bridge instead of widening it. This recommendation was based on an assumption that Caltrans might need to replace the existing structure in about fifteen years. District 3 management stated that the assumption was incorrect and that the existing structure will receive some rehabilitation during the interchange project, and will have a much longer life than fifteen years. Therefore, this recommendation was rejected.

Caltrans District 3 management staff "conditionally" accepted four recommendations, which are being reviewed by Caltrans Headquarters staff to determine if they will be approved: 1) eliminate the cost of overlaying a portion of the freeway as a part of the interchange project; 2) eliminate shoulder widening in the median of the freeway; 3) reevaluate the amount of soundwalls to be constructed; and 4) reduce the width of outside shoulders from 10 to 8 feet.

Four additional recommendations that were accepted are: 1) use "cut" slopes in lieu of retaining walls where appropriate, based on geotechnical and right-of-way conditions; 2) shift the alignment of the Joerschke Drive offramp to conform with the existing sidewalk and eliminate the need for a retaining wall; 3) reduce the lane widths on the city-owned portions of Dorsey Drive to 11 feet to provide additional width in the shoulder bike lane; and 4) reduce the width of the Dorsey Drive median, west of the bridge, to reduce impact on adjacent properties. These recommendations are being integrated into the design and right-of-way processes as the project moves forward.

Caltrans has started work on right-of-way maps and will schedule meetings in the near future with property owners who will be affected by right-of-way changes and proposed soundwalls.

## 2. SR 49/LA BARR MEADOWS ROAD SIGNALIZATION AND WIDENING PROJECT

In accordance with NCTC action at the March meeting, staff submitted a request for \$1.8 million for this project in the 2006 STIP Augmentation. Caltrans has matched NCTC's request with a \$1.8 million request from the Interregional funds in the 2006 STIP Augmentation. The California Transportation Commission (CTC) held a hearing on the 2006 STIP Augmentation in Sacramento on May 2<sup>nd</sup>. I represented NCTC at the hearing and used the attached handout to review the SR 49 project with the CTC.

There is \$2.0 billion available for projects in the 2006 STIP Augmentation and the total cost of the requests received is \$2.5 billion; therefore, the CTC will not be able to fund all of the requests. I believe that because the SR 49 project was awarded \$18.5 million from the CMIA program, and because Caltrans and NCTC are jointly requesting \$1.8 million each to cover the project costs not included in the CMIA award, our request stands a good chance of being approved as submitted. CTC staff recommendations for the 2006 STIP Augmentation will be released on May 18<sup>th</sup> and the CTC will act on the recommendations on June 6<sup>th</sup>.

With regard to the CMIA funding, CTC is requiring that a Corridor System Management Plan (CSMP) be developed for each project. Caltrans District 3 staff has committed to prepare the CSMP for SR 49. NCTC staff will assist Caltrans in this effort by providing information from NCTC's Corridor Management and Preservation Study.

District 3 staff is working toward releasing the Project Report and Environmental Document for the SR 49/La Barr Meadows Road Signalization and Widening project for public review in June 2007.

## 3. SR 89 MOUSEHOLE PROJECT

Caltrans, Town of Truckee, and NCTC staff met on April 10<sup>th</sup> in Truckee and did a field review of the project. This meeting identified several technical and environmental issues that will need to be considered in the project design. During the field review, both the need for the widening to allow safer passage of pedestrians and cyclists through the Mousehole, and the topographic constraints related to construction, were very apparent.

## 4. BICYCLE MASTER PLAN

NCTC's project consultant, Alta Planning + Design, is working on the draft plan and expect it to be ready for public review and comment by mid-May. There were more than 140 bicycle user surveys received that were used to solicit public input regarding bicycle facilities.

## 5. TRANSIT TRANSFER FACILITY STUDY

LSC Transportation Consultants, Inc. conducted a user survey on April 10<sup>th</sup> and prepared Working Paper #1, which includes a list of candidate sites, preliminary review of the sites, desired features for the facility, and proposed evaluation criteria to rank the sites. Following review of Working Paper #1, the consultant will use the evaluation criteria to recommend a preferred site for the transit transfer facility. This evaluation and recommendation will be reviewed with the project advisory committee and documented in Working Paper #2.

6. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING

Caltrans Headquarters has notified us of the availability of CMAQ funds and will be hosting a workshop in May to explain the program process and procedures. These are funds that are coming to NCTC because of western Nevada County's air quality non-attainment designation. It appears that NCTC will be eligible for \$600,000-\$800,000 per year for projects that can demonstrate air quality or congestion reduction benefits.

7. TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC met on March 28<sup>th</sup> and April 20<sup>th</sup> to review the status of NCTC projects listed in this report, development of the 07/08 Overall Work Program, and the Regional Transportation Mitigation Fee Update. Nevada County Public Works staff is very interested in the traffic model review being done by Fehr & Peers as they will need outputs from the updated model for analysis of a proposed development near the Wolf/Combie Road Intersection. The TAC also discussed coordination of the land use data being used in the Grass Valley and NCTC traffic models. While there is a good match between the land use data sets, there will be differences in model outputs due to the fact the NCTC model is a regional model with larger traffic analysis zones, and the Grass Valley model covers only the Grass Valley planning area and has smaller traffic analysis zones. This difference will give the Grass Valley model more detail in analyzing impacts to city streets and intersections. The NCTC model is a "macro" model that will show how land use changes will impact the "regional" facilities.

8. NCTC PROJECT STATUS AND SCHEDULE CHART

Attached is a chart showing the status of NCTC's major projects and projects in the 06/07 Overall Work Program. If the Commission decides that this chart is useful to them, we will update it and include it with each Executive Director's Report.

attachments